

## THE BLOOMFIELD CITIZEN

A WEEKLY JOURNAL  
OF  
LOCAL NEWS AND HOME READING,  
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NEWS ITEMS, NOTICES AND REPORTS MUST BE SENT  
TO THE OFFICE NOT LATER THAN THURSDAY EVEN-  
ING OF EACH WEEK, IF THEY ARE TO APPEAR  
IN THE CURRENT NUMBER.

TRANSIENT NOTICES, FIFTY CENTS FOR RIGHT LINE,  
EACH INDEPENDENT. FOR LARGER SPACES AND PER-  
MANENT RATES, APPLY AS ABOVE.

## Proposed Horse Railroad.

With railroad facilities to and from the  
great cities, this town is well supplied.  
Two lines of steam railways to New York,  
and a horse-car line to Newark are capa-  
ble of meeting all requirements for many  
years to come.

Local travel is not so well provided for.  
Upon the main streets there are no lines  
of street-cars, and connection with adjoin-  
ing townships is necessarily slow and in-  
convenient. All indications point to an  
increased community of interest in this  
direction. The rapid growth of these  
townships will ultimately bring them so  
near together as to make their interests  
identical.

Just now it is proposed to connect the  
Oranges with Bloomfield and Montclair  
by a cross-town line of horse-cars.

Starting near South Orange, and cross-  
ing west Main street, the road will divide  
at Dodd street into two branches extend-  
ing into and through the villages above  
mentioned, provided sufficient interest is  
manifested to make such extensions fea-  
sible.

In this village the line would follow  
Broad street to Bay avenue, giving new  
facilities to this portion of the town.

To this programme there are serious  
objections. Not to speak of the lack of  
money, which when needed is apt to be  
forthcoming for any genuine business en-  
terprise, Broad street is too good a street  
to be sacrificed to a line of horse-cars. It  
is also too narrow. With infinite pains  
and expenditure of money and time, it has  
been graded and provided with a pave-  
ment of hard stone. Car tracks would  
simply ruin it for driving, beside inter-  
fering materially with the flow of water  
along its gutters. In addition, this line  
should connect with the Newark horse-  
cars as well as those for Orange, and  
stems should be run in various directions  
through the village. It is true that horse-  
cars must be run where the people are,  
and the old main streets are best adapted  
for this purpose.

Yet it is well to think twice before per-  
mitting this use.

An alternative policy would be to open  
a street parallel to Broad street to Bay  
avenue. The continuation of State street  
north would meet such an avenue already  
built upon at Benson street. The con-  
necting link would be expensive to build,  
and might meet serious opposition from  
property-owners. Ridgewood avenue also  
opens a feasible route, although as yet  
little built upon.

At present the whole proposition is in  
the air, but may at any time become a  
positive reality.

It is well to consider it somewhat in  
advance of its presentation.

—Unless all signs fail, Gernimo, the  
thieving, murdering chief of Apaches has  
surrendered. This is welcome news to  
many Bloomfielders who have property  
in the region infested by him and whose  
friends and relatives have been there  
looking after it. It is a wonderful coun-  
try and well worth a visit. But it is novel  
and exciting enough without the addition  
of Indians. Carrying a gun for pleasure  
is all very well, but the carrying of one  
for use gives an entirely different sensa-  
tion.

—Newark city is spending half a mil-  
lion or so on a pumping works to throw  
its sewage so far below that the tide can-  
not carry it to its water works at Belle-  
ville. In the mean time East Orange is  
getting ready to pour its sewage into the  
Passaic, at Belleville, by means of Second  
River. The whole of Newark was thrown  
into an uproar because two or three fac-  
tories and about forty private parties  
were using Tony's Brook as a sewer, and  
had them all indicted. What will be the  
effect of the sewage of two thousand peo-  
ple, flowing in a branch of the same  
stream?

—The Wheeler Mill has shut down  
permanently, so its owners say. The rea-  
son assigned is, that Newark with its in-  
vestigating boards on stream pollution,

and the owners of property along the  
brook, persecuted them so that they  
could not run. If one paper mill con-  
taminates the stream which flows from  
it, to such an extent that it becomes a  
nuisance to all who dwell near its banks,  
and finally pollutes the water supply of  
Newark, it will take very strong proof  
to persuade us that a sewage factory pour-  
ing its liquid product into the stream is  
harmless.

—It is said that they mean to take out  
all the harmful substances from the water  
before they let it into the stream. This  
is all very well, but such high scientific  
authority as we quoted last week declares  
that no process yet invented has succeed-  
ed in this, and the general public will  
have to believe more in the possibilities  
of science than now, to put faith in such  
a scheme.

—Let everyone make a point of sign-  
ing the petition against the establishment  
of a sewage and artificial manure factory  
at Dodd's Mill. Do not wait till the evil  
is established in our midst before pro-  
testing. Bone factories on the meadows  
are bad enough.

## State Items.

The Franklin Electric Light Company  
has secured from the Millville City Coun-  
cil the contract for lighting the principal  
streets of that town, and expects to have  
its lights in operation by October 1.

The members of the New Jersey Edi-  
torial Association have forwarded to the  
wife of Mayor Beaupre, of Montreal, a  
handsome American flag in return for the  
reception given them on their late annual  
excursion.

The Hoboken Land and Improvement  
Company has signed contracts for the  
construction of two new iron ferry boats,  
to be similar in design to the Musconet-  
cong, and to replace the old-fashioned  
Ramsey and Weekawken.

The State Board of Health has taken  
steps to compel the private corporation  
which owns the extensive Kapaupa  
meadows, to open a small creek below  
Billingsport, which it has dammed, and  
which for twenty-five years has been the  
fruitful source of typhoid fever and ma-  
larial disorders in the vicinity.

Thomas G. Bunnell, of the Newton  
(Sussex county) Herald, having been ap-  
pointed Postmaster of Newton by Presi-  
dent Cleveland, sold his paper to Thomas  
Kays, a well-known Democratic politician  
of Northern New Jersey. It is un-  
derstood that Mr. Bunnell retires from  
journalism in order to obey to the letter  
the President's instructions as to obtru-  
sive partisanship on the part of office-  
holders.

A petition to the Pennsylvania Railroad  
Company to elevate its tracks from the  
cut to the river in Jersey City is receiving  
a large number of signatures. The freight  
cars are reached by a trestle work, but  
the passenger tracks reach the street  
grade on Railroad avenue, half a mile  
above the depot, by a steep grade. It is  
argued that the number of people run  
down, killed and wounded should make  
the elevation of the two passenger tracks  
a duty, whatever the cost.

The press of Bergen county, the home  
of Congressman William Walter Phelps,  
accredit him with expressing the belief  
that the Prohibition vote in that county  
will be light and almost insignificant.  
He predicts that Fisk will get less than  
15,000 votes in the State, for Governor,  
which will be cast mostly by ex-Democrats  
in the rural districts, and ex-Republicans  
in the large cities. The most interesting  
part of the opinion said to have been  
given by Mr. Phelps, is to the effect that  
the Hon. Thomas V. Cator, Chairman  
of the State Prohibition Executive Com-  
mittee, is an Abbott man, and is using  
the Prohibition doctrine to advance Mr.  
Abbott's prospects for the United States  
Senatorship.

## Night Life.

One night often destroys a whole life.  
The leakage of the night keeps the day  
forever empty. Night is sin's harvest-  
time. More sin and crime are committed  
in one night than in all the days of the  
week. This is more emphatically true in  
the city than in the country. The street  
lamps, like a line of soldiers with torch  
in hand, stretch away in long lines on  
either sidewalk; the gay colored trans-  
parencies are ablaze with attractions; the  
saloons and billiard halls are brilliantly  
illuminated; music sends forth its en-  
chantment; the gay company begins to  
gather to the haunts and houses of plea-  
sure; the gambling dens are aflame with  
palatial splendor; the theaters are wide  
open; the mills of destruction are grind-  
ing health, honor, happiness and hope  
out of a thousand lives. The city under  
the gaslight is not the same as under  
God's sunlight. Night life in our cities  
is a dark problem whose depth and  
abysses and whirlpools make us start  
back with horror. All night long tears  
are falling, blood is streaming. Young  
men, tell me how and where you spend  
your evenings, and I will write you a  
chart of your character and your final  
destiny, with blanks to insert your names.  
It seems to me an appropriate text would  
be: "Watchman, what of the night?"  
Policeman, pacing thy beat, what of the  
night? What are their habits? Where  
do they go in, and what time do they  
come out? Policeman, what of the night  
life of young men commend them to the  
confidence of their employers? Would  
it be to their credit? Make a record of  
the nights of one week. Put in the  
morn'g papers the names of all young  
men, their habits and haunts, that are  
on the streets for sinful pleasure. Would  
there not be shame and confusion? Some  
would not dare to go to their places of  
business; some would not dare to come  
home at night; some would leave the  
city; some would commit suicide.—The  
Watchman.

## Bloomfield Ladies in Labrador.

From the Evening Mercury, St. John's,  
N. F.

The *Plover* brought letters from  
Miss Ward and Miss Hayden—the Amer-  
ican ladies who left in the *Heracles* on a  
trip to Labrador. They express them-  
selves as charmed with the grandeur of  
the scenery and delighted with their  
whole experience during the trip. They  
also speak of the kindness and attention  
they have everywhere met; and were  
much pleased with the arrangements on  
board the *Heracles* for their comfort. Of  
Captain Cross they speak in high terms  
and declare that his name ought to be  
Captain Goodnature,—from his kindness  
and attention to them.

They took the whole round as far as  
Nain and returned to Hopedale, where  
they had arranged to remain at the Mo-  
ravian Mission station till the return of  
the *Heracles*; so that they will thus be  
able to obtain glimpses of Esquimaux life,  
and of missionary operations among this  
once savage tribe. They have been very  
fortunate in obtaining some excellent  
sketches and photographs of the scenery.  
For three days they had fog and rain  
with a heavy sea, and after leaving Hop-  
edale encountered a heavy gale. This  
caused some detention, but the *Heracles*  
did her work well. It does not appear  
that they had heard anything of those  
Labrador horrors over which America  
and Europe have been shuddering. Nain  
and Hopedale are as peaceful and com-  
fortable as usual, and well supplied with  
provisions. Had there been any canni-  
bals or troops of Arctic bears on the coast  
they would hardly have ventured to remain  
ten days at Hopedale. They are expected  
by the *Plover* on her return trip.

## Miss Henrietta Northall's

School for Young Ladies,  
Boys and Girls

Will re-open Sept. 23d, 1886.

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AUGUST 19th, 1886.

ESTATE OF JOSEPH A. DAVIS, Deceased.

Pursuant to the order of Joseph L. Munni,

Surrogate of the County of Essex, this day made,

on the application of the undersigned Executrix

of said deceased, notice is hereby given to the

creditors of said deceased to exhibit to the sub-

scriber under oath or affirmation their claims

and demands against the estate of said deceased

within nine months from this date, or they will

be forever barred from presenting or recover-

ing the same against the subscriber.

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WATCHES

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BEAUTIFUL

LARGE FANS,

At a very small cost, thus enabling us to

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Coffee, the check being retained by the purchaser.

Thus making this heretofore costly article

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commence SATURDAY, Sept. 4. Our cus-

tomers may consider themselves very fortune-

ate in this turn of affairs, as the Fan would

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reasonable price, and no deception will be

practiced upon you. Our record is clear.

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CORNER WASHINGTON STREET.

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BLOOMFIELD, N. J.

RAILWAY TIME TABLES.

Del., Lack. & Western Railroad.

LEAVE BLOOMFIELD FOR NEW YORK:

(Glenwood Avenue Station.)

6.08, 6.49, 7.19, 7.56, 8.32, 9.19, 10.35, 11.39

A. M. 12.46, 1.45, 2.35, 3.35, 4.44, 5.29,

6.15, 6.59, 8.20, 9.45, 11.10, P. M.

12.39 A. M.

LEAVE NEW YORK FOR BLOOMFIELD:

6.30, 7.20, 8.10, 9.30, 10.30, 11.20 A. M.

12.40, 1.20, 2.10, 3.40, 4.20, 4.50, 5.30,

6.30, 7.00, 8.30, 10.00, 11.30 P. M.

LEAVE NEW YORK FOR BLOOMFIELD:

6.30, 6.40, 7.15, 7.53, 8.43, 10.03, 11.03,

11.53 A. M. 1.13, 1.53, 2.44, 4.13, 5.26,

6.03, 6.53, 7.40, 9.45, 10.08, 12.08 P. M.

"Saturdays only."